

THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, DECEMBER 19, 1892

The Share Market.

LATEST QUOTATIONS	
Hongkong and Shanghai Bank—115 per cent, sales and buyers.	
The National Bank of China, Ltd.—on 27.10. paid up—35 per cent. dis., sales and buyers.	
The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.	
The Bank of China, Japan & the Straits, Ltd.—\$23, sellers.	
The Bank of China, Japan & the Straits Ltd.—Founders' shares, \$20, sellers.	
Chinese Imperial Loan of 1884 B—2½ per cent. premium, buyers.	
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.	
Chinese Imperial Loan of 1886 E—14 per cent. premium.	
Union Insurance Society of Canton—\$82 per share, buyers.	
China Traders' Insurance Company—\$56 per share, sellers.	
North China Insurance—Tls. 225 per share, sellers.	
Canton Insurance Company, Limited—\$105 per share, sellers.	
Yangtze Insurance Association—\$102, sellers.	
On Tai Insurance Company, Limited—Tls. 150 per share.	
Hongkong Fire Insurance Company—\$260 per share, sellers.	
China Fire Insurance Company—\$87 per share, buyers.	
Hongkong, Canton, and Macao Steamboat Co.—\$30, sellers.	
China and Manila Steam Ship Company—28 per share, buyers.	
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.	
Douglas Steamship Company—\$37 per share, sellers.	
The Steam Launch Co., Limited—nominal.	
Hongkong and Whampoa Dock Company—\$77 per cent. premium, sales and buyers.	
Geo. Fenwick & Co., Limited—\$148 per share, sales and buyers.	
Hongkong Hotel Company—\$23, sales and buyers.	
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.	
The Austin Arms Hotel and Building Company, Limited—\$44 per share, sellers.	
The Shamoon Hotel Co., Limited—\$5 per share, sellers.	
Panjoin and Sunghie Dux Samantian Mining Co.—\$4 per share, sales and buyers.	
The Raub Gold Mining Co., Limited—30 cents per share, sales and buyers.	
New Timaris Mining Co., Limited—\$28 per share, sales and buyers.	
The Balmoral Gold Mining Co., Limited—nominal.	
Tongqua Coal Mining Co.—\$110 per share, sales and buyers.	
The Jubilee Mining and Trading Co., Limited—\$5.10 per share, sales and buyers.	
The Selatun Tin Mining Co., Limited—5 cents per share, sales and buyers.	
London and Pacific Petroleum Co., Ltd.—nls nominal.	
China Sugar Refining Company, Limited—\$150 per share, sellers.	
Laxon Sugar Refining Company, Limited—\$15, nominal.	
A. S. Watson & Co., Limited—\$15½ per share, sellers.	
Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.	
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.	
The Kowloon Land Investment Co., Limited—\$8 per share, sellers.	
The Hongkong Land Investment Co., Limited—\$60, sales and buyers.	
The West Point Buildings Co., Limited—\$26 per share, sellers.	
H. G. Brown & Co., Limited—\$21 per share, sellers.	
Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sales.	
Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.	
Hongkong Gas Company—\$105 per share, sales and buyers.	
Hongkong Ice Company—\$68 per share, buyers.	
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.	
The Green Island Cement Co.—\$44 per share, sellers.	
The Hongkong Electric Light Co., Limited—\$2½ per share, sales and buyers.	
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.	
The Hongkong High-Level Tramway Co., Limited—\$35 per share, buyers.	
EXCHANGE.	
ON LONDON—Bank, T. T.2/8½	
Bank Bills, on demand2/8½	
Bank Bills, at 4 months' sight2/9	
Credits at 4 months' sight2/9½	
Documentary Bills, at 4 months' sight2/9½	
ON PARIS—	
Bank Bills, on demand3/43	
Credits, at 4 months' sight3/51	
ON INDIA—	
T. T.220½	
On Demand221	
ON SHANGHAI—	
Bank, T. T.71½	
Private, 30 days' sight72½	

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Capt. Clutterbuck.	Mr. and Mrs. Morel
Mrs. Clutterbuck.	child and maid.
Mr. G. C. Cox.	Mr. and Mrs. Paul.
Mr. W. C. Duncan.	Capt. V. Perkes.
Mrs. E. Everett.	Capt. & Mrs. Phillips.
Mr. Geo. Fenwick.	Mr. J. Quain.
Mr. and Mrs. Finley.	Mr. H. Rosenthal.
2 children and maid.	Mr. F. E. Shean.
Mr. T. B. Gilliat.	Mr. J. G. Stokes.
Mr. H. Hancock.	Mr. I. N. P. Stokes.
Mr. J. Hartman.	Mr. C. E. Taylor.
Mr. F. H. B. Ellis.	Mr. D. Thorpe.
Mr. F. Hayes & valet.	Mr. J. H. Twiddy.
Mr. F. Hyatt.	Mr. J. H. Veltch.
Captain R. Innes.	Mr. and Mrs. Warren.
Mr. T. McKean.	Mr. G. M. Wynter.
Mr. Kiker.	

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. H. Allen.	Mr. F. S. Joseph.
Mr. Beattie.	Mr. P. Luckner.
Mr. S. T. Benjamin.	Mr. & Mrs. W. Macbean.
Mr. H. E. Boxhall.	children and nurse.
Mr. Hart-Duck.	Capt. D. F. MacCarthy.
Mr. E. K. Chaudler.	R.N.
Rev. R. F. Cobbold.	Mrs. D. F. MacCarthy
Mr. Cochran.	and infant.
Mr. and Mrs. C. C.	Mr. Chas. C. Malch.
Cohen.	Mrs. Van Niero
Mr. J. B. Coughtrie.	Mr. A. Ross
Mr. D. Crawford.	Mr. and Mrs. W. J.
Mr. and Mrs. Harding	Saunders.
and child.	Mr. and Mrs. J. S.
Miss C. G. Hogg.	Saunders.
Miss Hogg.	Mr. Taylor.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.	Mr. W. H. R. Loxley.
Mr. Chaudet.	Mr. F. Maltland.
Mr. T. Cowen.	Mr. W. R. Needham.
Mr. F. East.	Mr. Medhurst.
Mr. W. S. Harrison.	Mr. A. E. Skeels.
Mr. Thos. Howard.	Mr. Sparrow.
Mr. Morton Jones.	Mr. A. Thomson.
Mr. V. Kofod.	Mr. Geo. L. Tomlin.

MAILS EXPECTED.

THE ENGLISH MAIL.	
The P. & O. S. N. Co.'s steamer <i>Verona</i> , with the outward English mail, left Singapore on the 13th instant, and is expected here to-day.	
THE GERMAN MAIL.	
The Norddeutscher Lloyd Co.'s steamer <i>Bayern</i> , with the outward German mail, left Singapore at 3 p.m. on the 16th instant, and may be expected here on the 22nd.	
THE AMERICAN MAIL.	
P. M. S. S. Co.'s steamer <i>City of Peking</i> , with mails, &c., from San Francisco, left Yokohama on the 19th instant, and may be expected here on the 24th.	
The O. & O. S. S. Co.'s steamer <i>Bright</i> left San Francisco for this port, via Yokohama, on the 15th instant.	
THE INDIAN MAIL.	
The 'Apar' line steamship <i>Arratoon Apar</i> from Calcutta, left Singapore on the 13th instant, and is due here to-day.	
THE CANADIAN MAIL.	
The Canadian Pacific Railway Co.'s steamer <i>Empress of China</i> left Vancouver on the morning of the 13th instant for Hongkong via Yokohama, Kobe and Shanghai.	
THE AUSTRALIAN MAIL.	
The E. & A. S. S. Co.'s steamer <i>Manmut</i> left Sydney on the 6th instant, and may be expected here about the 25th.	
NORTHERN PACIFIC MAIL.	
The Northern Pacific Steamship Co.'s steamer <i>Victoria</i> left Victoria, B.C., on the 17th instant for Hongkong via Japan.	

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer <i>Tibet</i> left Bombay on the 9th instant, and may be expected here on the 27th.	
The Navigazione Generale Italiana steamer <i>Bormida</i> left Bombay on the 15th instant, and may be expected here on or about the 5th prox.	
Shipping.	
ARRIVALS.	
IMACOS, Norwegian bark, 575, Olsen, 17th Dec.,—Amoy 15th Dec., Ballas.—Order.	
ACTIV, Danish steamer, 355, H. Hygom, 17th Dec.,—Pakhol 14th Dec., and Holhow 16th, General and Rice.—Arnhold, Karberg & Co.	
ALWINE, German steamer, 400, C. Petersen, 17th Dec.,—Pakhol 14th Dec., and Holhow 16th, General.—Wielers & Co.	
CHUSAN, German steamer, 623, W. Wendt, 17th Dec.,—Halphong 14th Dec., General.—A. J. Marty.	
CHING-PING, Chinese steamer, 508, C. H. Crowle, 18th Dec.,—Chefoo 13th Dec., General.—C. E. & M. Co.	
CHOY-SANG, British steamer, 1,104, R. C. D. Bradley, 18th Dec.,—Shanghai 15th Dec., and Swatow 15th, General.—Jardine, Matheson & Co.	
CITO, German steamer, 387, Brandt, 18th Dec.,—Canton 18th Dec., General.—Siemssen & Co.	
ZAVIRO, British steamer, 675, A. W. R. Cobban, 18th Dec.,—Manila 15th Dec., General.—Shewan & Co.	
Ask, Danish steamer, 682, Revsbeck, 18th Dec.,—Halphong 15th Dec., and Holhow 17th, Gen. et al.—A. J. Marty.	

LENNOX, British steamer, 1,317, W. Ward, 19th Dec.,—Mojl 11th December, Coal.—Dodwell, Carilli & Co.

EKE, British steamer, 1,309, Watson, 19th Dec.,—Nagasaki 14th Dec., Coal.—Order.

ANCONA, British steamer, 1,888, W. D. Mudie, 19th Dec.,—Yokohama 11th Dec., Mails and General.—P. & O. S. N. Co.

CHI-YUEN, Chinese steamer, 1,211, C. R. Null, 19th Dec.,—Shanghai 10th Dec., and Woonung 15th, General.—C. M. S. N. Co.

GLUCKSBURG, German steamer, 918, P. Thomsen, 19th Dec.,—Salgon 11th Dec., Rice and Paddy.—Melchers & Co.

WHAMPOA, British steamer, 999, Hutchison, 19th Dec.,—Wuhu, via Chinkiang 12th Dec., and Swatow 18th, General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Actio, Danish steamer, for Holhow.

Alwina, German steamer, for New York.

Paoting, British steamer, for Shanghai.

Donar, German steamer, for Saigon.

Chusan, German steamer, for Halphong.

Canton, British steamer, for Shanghai.

Cito, German steamer, for Shanghai.

Kowshing, British steamer, for Amoy.

Benladi, British steamer, for Saigon.

DEPARTURES.

Dec. 17, *Tamsul*, British str., for Canton.

Dec. 18, *Hsin-fung*, Chinese str., for Canton.

Dec. 18, *Koblen*, British steamer, for Swatow.

Dec. 18, *Swatow*, British str., for Halphong.

Dec. 18, *Hongay*, British steamer, for Shanghai.

Dec. 18, *Taichong*, German str., for Swatow.

Dec. 18, *Singan*, British str., for Shanghai.

Dec. 18, *Sagan*, Japanese str., for Nagasaki.

Dec. 19, *Lokiang*, British str., for Kobe, &c.

Dec. 19, *Kowshing*, British str., for Amoy, &c.

Dec. 19, *Canton*, British str., for Shanghai.

Dec. 19, *Cito*, German steamer, for Saigon.

PASSENGERS—ARRIVED.

Per *Lennox*, str., from Mojil—Mrs. and Miss Gray, Mr. Edwards and party.

Per *Chiyun*, str., from Shanghai, &c.—58 Chinese.

Per *Zafiro*, str., from Manila.—Mr. W. Warren, and 56 Chinese.

Per *Choyang*, str., from Shanghai, &c.—47 Chinese.

Per *Chusan*, str., from Halphong.—27 Chinese.

Per *Alwina*, str., from Pakhol, &c.—4 Chinese.

Per *Actio*, str., from Pakhol, &c.—37 Chinese.

Per *Ancona*, str., from Yokohama for Hongkong.—Mr. and Mrs. Yela San and children, Mrs. Tun Lum and children, Mr. Ah Yet and child, and 3 Chinese. From Kobe.—Mr. and Master Ching Woon Tong, Mr. Wong Sow Hing, 2 Chinese and child. From Nagasaki.—9 Chinese and 1 Japanese. From Yokohama for Colombo.—Messrs. F. H. B. Ellis and J. B. Gilliat. From Ismailia.—Mr. L. M. Conwell. From Kobe for Calcutta.—Mr. C. H. Hill. From Ismailia.—Mr. and Mrs. Valentine.

Per *Whampoa*, str., for Wuhu, &c.—45 Chinese.

Per *Glucksburg*, str., from Saigon.—40 Chinese.

REPORTS.

The British steamship *Lennox* reports that she left Mojil on the 14th instant. Had strong north-east winds and heavy sea.

The Chinese steamship *Ching-fung* reports that she left Chefoo on the 13th instant. Had strong north-east winds and fine weather.

The Chinese steamship *Chi-yuen* reports that she left Shanghai on the 10th instant, and Woonung on the 15th. Had strong monsoon and clear weather.

The Danish steamship *Actio* reports that she left Pakhol on the 14th instant, and Holhow on the 16th. Had fresh to stiff breeze from north-east, with heavy sea.

The German steamship *Chusan* reports that she left Halphong on the 14th instant. Had strong north-easterly winds with heavy sea and clear weather from port to port.

The British steamship *Zafiro* reports that she left Manila on the 15th instant. Had strong northerly winds increasing to a gale with high cross sea throughout the passage.

The British steamship *Whampoa* reports that she left Wuhu, via Chinkiang on the 12th inst., and Swatow on the 18th. Had strong north-easterly breezes and overcast weather.

The British steamship *Choyang* reports that she left Shanghai for Swatow on the 15th instant at 2.30 a.m., and arrived alongside Swatow wharf on the 17th at 9.30 a.m. Left again the same day for Hongkong at 5.30 p.m., and arrived alongside West point wharf at 8.40 a.m. Had moderate monsoon and sea with lovely clear weather throughout the entire passage. Weather at Shanghai bitterly cold. On the 15th passed the steamship *Catterthun* off Bonham Island, bound north.

Post Office.

A MAIL WILL CLOSE—

For Bangkok—Per *Kong Bang* to-morrow, the 20th instant, at 9.30 A.M.

For Yokohama, and San Francisco—Per *Gaile* to-morrow, the 20th instant, at 9.30 P.M.

For Holhow and Halphong—Per *Halphong* to-morrow, the 20th instant, at 2.30 P.M.

For Holhow and Halphong—Per *Chusan* to-morrow, the 20th instant, at 2.30 P.M.

For Shanghai—Per *Chinkung* to-morrow, the 20th instant, at 3.30 P.M.

For Kobe and Yokohama—Per *Lokiang* to-morrow, the 20th instant, at 4.30 P.M.

For Swatow, Amoy, & Swatow—Per *Hallan* to-morrow, the 20th instant, at 5 P.M.

For Amoy—Per *Benlam* to-morrow, the 20th instant, at 5 P.M.

For Amoy and Manila.—Per *Zafiro* on Wednesday, the 21st instant, at 4.30 P.M.

For Europe, &c., India via Bombay.—Per *Formosa* on Thursday, the 22nd instant, at 11 A.M.

For Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Ching-fu* on Thursday, the 22nd instant, at 3.40 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, and Victoria, B.C.—Per *Empress of Japan* on Wednesday, the 23rd instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

EANTAM, Dutch steamer, 1,457, L. von de Valk, 8th Dec.,—Batavia 28th Nov., Sugar.—Jardine, Matheson & Co.

BEKLENDI, British steamer, 2,300, J. A. Clark, 13th Dec.,—Karatsu 9th Dec., Coal.—Gibb, Livingston & Co.

CHOW-CHOW-FOO, German steamer, 796, F. Clausen, 9th Dec.,—Canton 9th Dec., General.—Melchers & Co.

CLARA, German steamer, 675, H. Inland, 30th Nov.,—Canton 30th November, General.—Siemssen & Co.

DONAR, German steamer, 1,619, R. Grundmann, 11th Dec.,—Saigon 6th Dec., Rice.—Wielers & Co.

EMPEROR OF JAPAN, British steamer, 3,001, Geo. A. Lee, R.N.R., 5th Dec.,—Vancouver, via Yokohama 28th Nov., Kobe 29th, and Shanghai 3rd December, General.—C. P. Railway Steamship Co.

FAME, Hongkong steamer, 117, Captain McIsaac, —Hongkong Government tender.

FIDEIO, German steamer, 742, Th. Nissen, 4th Dec.,—Saigon 27th November, General.—Melchers & Co.

GARVIC, British steamer, 4,200, Pearne, 10th Dec.,—San Francisco, via Yokohama 5th Dec., Mails and General.—O. & O. S. S. Co.

HAIPHONG, French steamer, 874, Galletti, 13th Dec.,—Halphong 10th Dec., General.—Messageries Maritimes.

HAITAN, British steamer, 1,182, F. D. Goddard, 19th Dec.,—Fochow 13th Dec., Amoy 14th, and Swatow 16th, General.—D. Laprak & Co.

HUPHE, British steamer, 1,845, S. Quail, 17th Dec.,—Amoy 15th Dec., General.—Butterfield & Swire.

JACOB DIEDERICHSEN, German steamer, 710, A. Hunderwad, 15th Dec.,—Canton 15th Dec., General.—Carlowsitz & Co.

JAVA, British steamer, 2,733, S. Bason, 15th Dec.,—Singapore 8th Dec., General.—P. & O. S. N. Co.

KONG BENG, British steamer, 662, Jackson, 13th Dec.,—Bangkok 4th Dec., and Anglin 6th, General.—Yuen Fat Hong.

NAMA, British steamer, 863, T. Harris, 11th Dec.,—Fochow 6th Dec., Amoy 8th, and Swatow 10th, General.—D. Laprak & Co.

NANKIN, Norwegian steamer, 835, N. Sorensen, 9th Dec.,—Mojl 3rd Dec., Coal.—Order.

NURNBERG, German steamer, 3,207, B. Blanke, 11th Dec.,—Yokohama 4th Dec., Higo 5th, and Nagasaki 7th, Mails and General.—Melchers & Co.

PILOT FISH, British steamer, 161, A. Stopani, —Hongkong and Whampoa Dock Co.

POLLUX, German steamer, 898, J. Geffen, 20th Nov.,—Mojl 14th Nov., Coals.—Mitsui Bishi Colliery.

TAL-VICK, German steamer, 903, N. Emke, 13th Dec.,—Canton 13th Dec., General.—Meyer & Co.

TESMAN, British steamer, 2,500, W. N. Allison, 16th Dec.,—Melbourne 15th Nov., Sydney 21st, and Port Darwin 6th Dec., Coal and General.—Butterfield & Swire.

VELOX, German steamer, 636, H. R. Gontard, 28th Nov.,—Canton 28th Nov., General.—Wielers & Co.

SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.,—New York 7th May, Kerosene Oil.—Remter, Broedelmann & Co.

ALTAIR, British bark, 339, Munro, 11th Dec.,—Tientsin, Beas.—Butterfield & Swire.

DOROTHEA, German bark, 610, H. M. Morlier, 6th Nov.,—Liverpool 22nd July, Coals.—Master.

ERIKOINIO, Chinese bark, 457, Optum Examination hulk, Stonecutter's Island.—Chinese Customs.

GEORGIETTA, American bark, 436, F. Kasten, 9th Dec.,—Whampoa 8th Dec., General.—Wielers & Co.

HARVARD, American bark, 982, L. A. Colcord, 25th Nov.,—Singapore 21st Oct., Timber.—Master.

JOHN BARZLEY, American bark, 700, F. P. Shepherd, 16th Dec.,—Chefoo 8th Dec., General.—Master.

LOTHAIR, Italian bark, 718, P. Gardello, 13th Dec.,—Callao 8th August, Old Iron and Brass.—D. Musao & Co.

NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-long, 24th August, —Yee-on 12th Aug. Timber.—Yung Kee.

NICOYA, British bark, 595, T. Norris, 16th Nov.,—Bangkok 5th November, Timber.—Wielers & Co.

SANTA CRUZ, American schooner, 92, H. W. Banke, 29th Oct.,—put back, General.—Wielers & Co.

SIQURD, Norwegian bark, 1,512, A. Aase, 22nd Nov.,—Shanghai 16th Nov., Ballast.—Order.

WM. J. ROTCH, American ship, 1,664, Geo. Li Bray, 3rd Dec.,—San Francisco 13th Oct., Flour.—Fung Sang & Co.

XENIA, American bark, 1,135, L. D. Smith, 3rd Nov.,—Sydney, N.S.W., 3d Sept., Coal.—Order.

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**SIX DOLLARS
PER QUARTER**

Hongkong, 5th December, 1892. [1892]

THE "RAVENNA" - "CHISHIMA" COLLISION.

The P. & O. steamship *Ravenna* was taken into the Mitsui Bishi Co.'s dock at Nagasaki on the 7th inst. and, as might be expected, the work in connection with repairing the damage caused by the recent collision is being pushed on with all despatch. The whole of her cargo was forwarded to Hongkong in the Mitsui Bishi Co.'s steamship *Asahi* with the exception of a number of bales of silk, which are to be forwarded by the *Ancon* in a few days. The Court of Enquiry, so far as the *Ravenna* is concerned, will be held at H. B. M. Consulate, at Yokohama, about the 20th inst., and Capt. Brown was to leave in the *Machino* on the 15th with the 1st, 2nd, 4th, and 5th officers, the doctor, and the engineer and the waiter, a general servant, a quartermaster, a boatswain, 3 A.B.'s, a sculler, and two lascars. Nothing further of general interest has transpired in connection with the *Ravenna*, beyond the fact that a number of disgraceful and damaging statements have been published in the native Press throughout the country, including the local papers, accusing those on board the *Ravenna*, not only of bad seamanship, but of inhuman conduct to the survivors; but these will be given the lie direct, *in toto*, at the forthcoming enquiry. The position of the *Chishima* has been found, and the hearings given as published in another column. She is said to have cost close upon a million yen, including the cost of bringing her out, and is stated on good authority not to have been insured. The Enquiry into the loss of the *Chishima* was opened in Tokyo on the 17th inst.

According to a telegram published in the *Asahi Shimbun*, under date of Nagasaki, 8th inst., "Public Enquirer Nagura, of the Osaka Enquiry Court, commenced his examination of the *Ravenna* pilot, Kikune Yoshio, on the 7th inst." If the above is true, says the *Rising Sun*, it would be interesting to learn what authority either the Osaka Enquiry Court or its representative, Mr. Nagura, had to interfere in a matter which for the present concerns a properly constituted Naval Court, and a Naval Court alone.

The Japanese naval Minister has entrusted the work of raising the *Chishima* to the Kure Admiralty. Capt. Araki of that Admiralty, commissioned as director of the Admiralty work, arrived at Mitsuyama on the morning of the 9th inst.

The following appears in the report of the proceedings of the Japanese Parliament:—

THE LOSS OF THE "CHISHIMA".
The Government's reply to the questions, submitted by Mr. Aoyama, relative to the *Chishima* was reported to have been obtained. Mr. Ito of the Naval Department in addition to the reply, said that the night of the collision had been perfectly dark, and that the *Chishima*'s speed had been 19 knots. The lost ship had been imperfect in some points. The expenses on her had been on the whole 669,799,569 yen, of which about 400,000 yen had been for engines, and 131,728 yen for arms. What steps the Government would take could not now be told.

THE "ZAMBEZI" - "HOKUMON" COLLISION.

The Nagasaki *Rising Sun* publishes the following telegram:—
YOKOHAMA, December 19th.
Last midnight the British steamer *Zambesi*, outward bound to Hongkong, collided with the Japanese steamer *Hokumon Maru*, in the Bay. The former was cut four feet below the water, and had to be beached on Saratoga Spit to prevent her sinking in deep water. The latter arrived here this morning with her bows much stove in and her stern badly bent.

December 19th.
The *Zambesi* is still sunk on Saratoga Spit. The Yokohama agents, Messrs. Dodwell, Carril & Co., forwarded to the press the following report from Captain Eford (superintendent) on the 19th:—

I am sorry to have to report that the steamship *Zambesi*, which left this port for Hongkong at about midnight last has been in collision with a Japanese steamer. The damage to port bow was of such extensive proportions that the No. 1 hold immediately filled, and the Captain seeing danger of sinking ran her on shore of Fillmore Point in this bay. I have just returned from the vessel, and the diver reports that five plates are crushed in below the water-line, say about twelve or fifteen feet, and above it all are crushed and broken inward together with the frames. This hole is about 18 ft. wide at the top. A number of lights are alongside and the cargo is being rapidly discharged. The diver reports that it will take about four days to fill up the hole so as to pump her out. The water is leaking into the No. 2 hold, which is full of bag flour, six feet of water is gradually gaining on the pumps. Everything has been done to save the cargo, the ship herself being in no immediate danger.

The Yokohama *Advertiser* of the 19th inst. says:—

Operations are now in full swing on the stranded steamer *Zambesi* for discharging her cargo and repairing the vessel sufficiently to get her into Yokohama dock. The *Zambesi* is beached close to Fillmore Point, between Tomoka and Kanazawa. (15 or 20 miles from Yokohama). Captain Edwards of the *Zambesi* came up to Yokohama with Captains Eford and Hardy yesterday forenoon, to consult with the agents, and together with Capt. Hardy left again for the vessel at 1 p.m. when a steam tug with material for repairing the vessel was dispatched from the Ergine Iron Works. The fact is that the damage done to the *Zambesi* consists of a hole in her port bow, about the collision bulkhead, of some 18 feet in width and extending to five feet below the water line. Though the next bulkhead still holds good, water was leaking through. The *Zambesi* had a full cargo at the time of the collision, the lower holds—being stowed with flour. There were also about 135 Chinese passengers, who have now been brought back to Yokohama. We regret to learn that contrary to our information of yesterday morning, the Chinese lost their life being crushed in the compartment in which the collision occurred, and three of the crew were injured. After the collision the *Hokumon* steamed straight for Yokohama and the officer of the *Zambesi* who brought the report up came up by train in one of the steamer's five-oared boats. Another cargo boat full of materials for repairs was towed down to the steamer this morning at an early hour and the work of discharging cargo and patching up

the g-p in the bow, by means of divers, will go on to-day, and it is hoped that in four or five days the vessel may be got into dock.

[We have since learnt, as stated last week, that the *Zambesi* floated, without extra help and went into dock.]

PASSENGERS FOR CHINA.

Per Messageries Maritimes steamer *Océanien*, from Marseilles, November 27th.—To Shanghai: Mr. and Mrs. Kenson.—To Hongkong: Mr. W. Hunter, Mr. and Mrs. Dawson and two children, Mr. Signale, Mr. Waddell.

Per Messageries Maritimes steamer *Sydney*, from Marseilles, December 11th.—To Shanghai: Mr. Robb.—To Hongkong: Mr. Bowring.

Per P. and O. steamer *Oriental*, from London, November 4.—To Hongkong: Mr. E. F. Griswold, Mr. W. M. Standford, Mr. H. W. Tugwell. From Brindisi, November 13th.—To Shanghai: Mr. Willett, Mr. Goven, Mr. Caster.

Per P. and O. steamer *Ballaarat* from London, November 10.—To Shanghai: Mr. McCracken, Miss Pook, Mr. J. G. Cockey, Mr. Stanley Smith, B.A., Mr. Riach, Mr. W. J. Davey, Mr. C. T. E. Davis, Mr. F. B. Webb.—To Hongkong: Mr. and Mrs. R. P. Leigh, Mr. and Mrs. W. M. Goodman, Mr. and Mrs. Hutchison and child, Mr. Steele, Lieut. Quarter P. O'Malley, Commander E. R. Asher, From Brindisi.—To Hongkong: Rev. Mr. J. C. Gibb, Mr. and Mrs. L. G. Granmer.

Per P. and O. steamer *Pekin*, from London, November 11.—To Hongkong: Mr. and Mrs. Daly. From Isabella.—To Hongkong: Mr. E. Earlam Booth.

Per P. and O. steamer *Miraflores*, from London, Nov. 17.—To Hongkong: Mr. and Mrs. G. Edwards.

Per P. and O. steamer *Australia*, from London, Nov. 25.—For Shanghai: Mr. C. S. Champness, Mr. C. Gear, Mr. P. Dempsey, Mr. W. A. Tate, Mr. D. Entwistle, Miss W. Arpinian, Miss L. Duenden, Miss B. Gray, Miss C. Williams, Miss V. Hammer. To Hongkong: two Misses Murray, Mrs. Peel, Mr. N. Peel, Mrs. T. (J) Mitchell Jones, Mr. Brown, Mr. Wilson. From Brindisi, Dec. 4.—To Hongkong: Mrs. F. Henderson.

Per P. and O. steamer *Parramatta*, from London, December 8th.—To Hongkong: Miss Morgan.

Per P. and O. steamer *Brilliant*, from London, December 23d.—To Hongkong: Mr. H. Coombe, Mr. J. A. Coombe.

Per P. and O. steamer *Himalaya*, from London, January 6th.—To Shanghai: Rev. Sprunt. To Hongkong: Rev. W. H. Pengelly.

CO-OPERATION IN CHINA.

THE VILLAGE THEATRE.

It is evident that a form of exhibition, which is so much valued by the Chinese, may become an important agency in influencing the minds of the people. This is at times undoubtedly the case. Many instances have come to the knowledge of foreigners, in which theatricals, representing the Tientsin massacre or some similar event, have been acted in the interior of China. In some cases this is doubtless done with the connivance of the magistrates, and it is easy to see that the effect upon the minds of the people must be very unfavourable if it is held to be desirable to maintain among the Chinese respect for foreigners. In China, as in other lands, it is easy for theatrical representations to deal with current events which have a general interest. In a certain case of warfare involving two different districts, as to the right to make a bank to prevent inundation, several lives were lost, and a formidable law-suit resulted. The occurrences were of such a dramatic character that they were woven into a play which was very popular at a little distance from the scene of the original occurrence. The representation of historical events, by Chinese theatres, may be said to be one of the greatest obstacles to the acquisition of historical knowledge by the people. Few persons read history, while every one hears plays, and while the history is forgotten because it is dull, the play is remembered because it is amusing. Theatricals, it is scarcely necessary to remark, do not deal with historical events from the standpoint of accuracy, but from that of adaptation to dramatic effect. The result is the greatest confusion in the minds of the common people, both as to what has really happened in the past and as to when it took place, and for all practical purposes fact and fiction are indistinguishable. Among the most popular Chinese plays are those which deal with everyday life, in its practical forms. Cheap and badly printed books, in the form of tracts, containing the substance of these plays, are everywhere sold in great numbers, and aid in familiarising the people with the plots.

Our notice of Chinese plays may fitly conclude with a synopsis of one of these librettos, which contains a play of general celebrity and one to which references are constantly made in popular speech. It is said to have been composed by a native of Shanai, and is designed as a satire upon the condition of society, in which, as so often in China at the present day, it is almost impossible for a teacher, the teacher of the most honoured of beings, to keep himself from starvation. It is a current proverb that in the province of Shantung the number of those who wish to teach school is in excess of those who can read; the scene of this play is therefore appropriately laid in the land of the sages, Confucius and Mencius, and in a district supposed to be long within the jurisdiction of the capital, Chianan Fu. The characters are only two, in number, a teacher called Ho Hien-sheng, who, out of employment, and reduced to extreme distress, and a patron named Li, who wishes to engage a master for his boys, aged nine and eleven. The teacher's remarks are mixed with extensive quotations from the classics, as is the manner of Chinese schoolmasters, who wish to convey an impression of their great learning. He affirms that his success in instruction is such that he will guarantee that his pupils shall reach the degree of *shu* in three years that of *chi* in six, and attain to the splendour of *chih* in twelve. The teacher begins by a poetical lament that he has lost his place as a teacher, and that a scholar so situated is far worse off than a handicraftsman who, he says, has always enough to eat. After this the teacher comes on the stage, crying out like a pedler, "Teach School! Teach School!" Upon this Li comes forward, suggests that a man who offers to teach probably knows at least how to read, and explains that he feels the need of some one in the family who can decipher the tax bills, etc., but that he really cannot afford the expense of a teacher for his children. He explains that his boys are dull, that the food of the teacher—the bill of fare of which he details—will be poor and coarse. There will be only two meals a day, to save expense, and at night there will be no fire. The covetous is a stern dog, no mat on the bed, only a little straw, and no pillow. The salary is to be but eight thousand cash a year, but this is subject to a discount, eight hundred counting for a thousand. The teacher is never to leave the schoolyard while school is in session. The school will be held in a temple, hitherto occupied by nuns. These will be removed to a side room, and the teacher will be required to strike the bell, sweep out the building, and perform the other

necessary services on the first and fifteenth of each month, and these duties must be executed with punctilious care. He is also cautioned not to allow his morals to be contaminated by the nuns whose reputation is so proverbially bad. None of his salary will be paid in advance, and a *pro rata* deduction will be made for every day of absence. During the summer rains the teacher must carry the children to school upon his back, that they may not spoil their clothes and make their mother trouble. Whenever school has been dismissed the teacher is to carry water, work on the threshing floor, take care of the children, grind to the mill, and do all and everything which may be required of him. To all the foregoing conditions, the teacher cheerfully assents, and declares himself ready to sign an agreement upon these terms for the period of ten years! Perhaps the most instructive aspect of Chinese theatricals is that which takes account of them as *indices* to the theory of life which they best express, a theory in which most Chinese are firm, albeit unconsciously believers. It is a popular saying that "the whole world is only a stage-play, and then should men take life as real?" (*Tien k'ia wan t'ien shih k'ia; Shih yen ho shi yen chen?*) It is in strict accordance with this view that the Chinese frequently appear as if psychologically incapable of discriminating between practical realities which are known to be such, and theoretical "realities" which, if matters are pushed to extremities, are admitted to be fictitious. The spectacular theory of life is never for a moment lost sight of in China, and it demands a tribute which is freely, unconsciously, continually, and universally paid. It is upon this theory that a large proportion of the revolting is based, the real meaning being, "You have wronged me, but I am not afraid of you, and I call upon all men to witness that I defy you." It is this theory upon which are grounded nine-tenths of the acts which the Chinese describe as being done "to save face," that is, to put the actor right with the spectators and to prove to them that he is able to play his part and that he knows well what that part is. Never, surely, was it more true of any land than of China, that "All the world's a stage, And all the men and women merely players."

—N. C. Daily News.

SHIPPING NOTES.

The steamship companies in Europe have resumed booking immigrants for the United States, and there will be a rush of immigration all the winter.

Great Britain has established a protectorate over the Ellice Islands, a group about 500 miles north of Fiji.

A Clyde shipping house has been offered a cargo steamer, almost ready for launching, by a number of English firms of shipbuilders for £6,175 6s 6d.

The municipal authorities of Manchester have decided to lend to the Manchester Ship Canal Company the sum of £5,000,000. The San Francisco municipal authorities have voted £1,000,000 to aid the company in completing its work.

The "Immen" line mail service between New York and Southampton will be inaugurated on March 4th next, when the steamship *City of Paris* will sail from the latter port under the American flag.

The fact that a very large number of foreign freight steamers have been engaged during the past six months in carrying general cargo from New York to Cuba, should stir up American shipbuilders to the possibilities of their supplying the steam tonnage necessary for this trade.

The broke out in two cotton laden steamers at Galveston lately. Both vessels were fully loaded and ready for sea. The causes of the fires will probably never be known because the guesses thereat are not being satisfactory. Will not the National Government take hold of this matter of cotton fires. It could appoint a Commission that might throw some satisfactory light upon the subject.

The clause in charter-parties, bills of lading, and insurance policies, to the effect that *the vessel is well found, tight, strong, and in all ways well fitted for the voyage*, is a very old one, and while heretofore has not been fully used, it is now being used on the part of the shipowner which has not been always enforced. Those interested, however, are now beginning to appreciate the real meaning of the clause and to insist upon the fulfilment of its conditions.

The building in an American shipyard of a steamer for foreign owners is of more importance at the present moment than the building of two steamers for home account. The foreign order is a competition upon the part of our shipbuilders that will eventually lead them to compete successfully with foreign yards and thus enable them to build for our shipowners at a price that will permit the latter to make a profitable rivalry for the ocean carrying trade.

An announcement made at London on October 31st stated that the government has decided to place a powerful fog-horn in the lighthouse stationed on the Old Head of Kinsale, on the southern coast of Ireland. This decision is due chiefly to the recent wrecking of the *Immen* Line steamship *City of Chicago*, which ran ashore at the Old Head of Kinsale during a fog. It is probable that the old light on the Old Head of Kinsale will be replaced by a light of improved construction.

The Liverpool *Journal of Commerce* in a long article upon German Ship Lines, in which it sets out to show that the various steamship lines which the Germans started, really in opposition to the English, and which were kept going by Government subsidies, are practically failures, says that "the State cannot force the shipbuilding industry by compelling its mills to be carried in home-built bottoms, and the most that can be expected is to encourage the industry by a system of subsidies, which, if it is to be of any use, must be of the kind America does not expect to build up its merchant marine and shipbuilding by bounties. It is recognized here that a merchant marine is not made up mainly of mail steamers but rather of what are called tramp or general vessels. The amount of the postal bounty which this Government will pay would not accomplish the end in view. It is expected that this will simply bring about the building of some capital class ocean steamers which will bring capital into shipbuilding and start a shipbuilding movement here, again. Moreover, the conditions are not the same here as in Germany. The United States have always excelled in shipbuilding and have proved their ability in times past both to build and maintain ships better and cheaper than other nations. The conditions under which this was done are returning again, and once the attention of the country is turned to the upbuilding of its shipping industry it will make it a success. The article before mentioned, as well as the general tenor of most of the utterances of the British press upon the subject of the future of shipbuilding, shows that the real rival that England fears upon the ocean is the United States and not Germany or France."—N. Y. Marling Register.

SHIPS BUILT OF ALUMINIUM.

Fifty years ago, says the *Leeds Journal*, the introduction of iron as a building material created a revolution in the science and art of shipbuilding. It is now certain that in the very near

future an even more important revolution will be created by the introduction of aluminium. At present there are no "aluminium" but five small craft constructed of this metal. These are petroleum yachts, which were built this year at Zurich. One is a Swedish lifeboat. The fifth is a yacht which is now completing for sea in this country.

Until two or three years ago the high price of aluminium entirely barred the way to its general usefulness, but the metal has since become much cheaper, and to the shipbuilder it offers many striking advantages that, even at the comparatively high price which it is still charged for, it is sure of general adoption. In strength and toughness it rivals steel in its ability to resist corrosion it is almost as good as gold, and its lightness it stands altogether alone. Nor is this all. The hull of an old iron ship, when sold to be broken up, goes for nearly nothing. The hull of an old aluminium ship would, it is estimated, if disposed of as worn-out metal, fetch nearly two-thirds of its original cost. This is a consideration which capitalists and investors are not likely to lose sight of.

To the naval constructor aluminium comes, of course, as a material of which he is mostly in need. His great problem of late years has been to reduce to the lowest possible dimensions what may be called the inevitable weight of his vessel. It is computed that by using aluminium instead of steel he may, without sacrifice of strength, reduce the weight of a ship's hull by fully one-half.

WHAT A WOMAN CAN DO.

She can come to a conclusion without the slightest trouble of reasoning on it, and no sane man can do that.

She can talk at once and get along first rate, and no two men can do that.

She can safely stick fifty pins in her dress while he is getting one out of his thumb nail.

She is as cool as a cucumber in half a dozen tight dresses and skirts, while a man will sweat and fume and growl in one loose shirt.

She can talk as sweet as peaches and cream to the woman she hates, while two men would be punching each other's heads before they had exchanged ten words.

She can throw a stone with a curve that would be a fortune to a baseball pitcher.

She can say "no" in such a low voice that it means "yes."

She can sharpen a lead pencil if you give her plenty of time and plenty of pencils.

She can dance all night in a pair of shoes two sizes too small for her, and enjoy every minute of the time.

She can appreciate a kiss from her husband seventy years after the marriage ceremony is performed.

She can go to church and afterward tell you what every woman in the congregation had on, and in some rare instances can give you some faint idea of what the text was.

She can smile half the night with a colicky baby in an arm, without once expressing the desire of murdering the infant.

She can do more in a minute than a man can do in an hour, and do it better.

She can drive a man crazy in twenty-four hours, and then bring him to paradise in two seconds by simply tickling him under the chin, and there does not live that mortal son of Adam's misery who can do it.—London *Temple Times*.

CHINA COAST METEOROLOGICAL REGISTER.

18th December, 1892.—At 4 p.m.									
STATION.	Bar.	Therm.	Humid.	Wind.	Force.	Dir.	Cloud.	Visib.	Remarks.
Tientsin	30.04	32	75	SW	4	0	0	10	
Yokohama	30.00	32	75	SW	4	0	0	10	
Shanghai	30.00	32	75	SW	4	0	0	10	
Amoy	30.00	32	75	SW	4	0	0	10	
Swatow	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	

19th December, 1892.—At 10 a.m.

STATION.	Bar.	Therm.	Humid.	Wind.	Force.	Dir.	Cloud.	Visib.	Remarks.
Tientsin	30.00	32	75	SW	4	0	0	10	
Yokohama	30.00	32	75	SW	4	0	0	10	
Shanghai	30.00	32	75	SW	4	0	0	10	
Amoy	30.00	32	75	SW	4	0	0	10	
Swatow	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	
Keelung	30.00	32	75	SW	4	0	0	10	

Thermometer exposed to sun and shade. Gradients rather steep for the month. Barometer steady, but only slightly higher than at Tientsin.

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Today's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN," Captain Goddard, will be despatched for the above Ports, on WEDNESDAY, the 21st inst., at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 19th December, 1892. [1257]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY. THE Company's Steamship

"ZAFIRO," Captain Cobban, will be despatched for the above Port, on WEDNESDAY, the 21st inst., at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, 19th December, 1892. [1621]

HONGKONG RIFLE ASSOCIATION.

A MATCH, MAGAZINE RIFLE v. MARTINI-HENRY, will be fired next SATURDAY, between the OFFICERS and SERGEANTS of the SHROPSHIRE LIGHT INFANTRY REGIMENT (Magazine Rifle) and the HONGKONG RIFLE ASSOCIATION (Martini-Henry Rifle). Teams—Eight Men a side. Ranges, 200, 300 and 600 yards. Time, 2 P.M.

The following Members are requested to practice on behalf of the Rifle Association and to send in their Scores to the Hon. Secretary, Messrs. W. DUNCAN, FORD, F. HAYWARD, MANN, D. McLENNAN, ROBERTSON, SWEENEY, KINGSFORD, WARNOCK, and WATSON.

ED. ROBINSON, Hon. Secretary.

Hongkong, 19th December, 1892. [160]

PUBLIC AUCTION

OF VALUABLE HOUSEHOLD FURNITURE, PIANO, &c.

THE Undersigned has received instructions to Sell

PUBLIC AUCTION

ON FRIDAY, the 23rd December, 1892, Commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, (To close Accounts.)

A QUANTITY OF FURNITURE OF THE WELL-KNOWN MANUFACTORY OF THE HALL & HOLTZ COMPANY, SHANGHAI.

Comprising:—

OVERMANTLES, SIDEBORDS, DINING-WAGGONS, MOROCCO COVERED, DINING-ROOM &

